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MR. CARTER ARGUES AGAINST ADMITTING THE BRITISH SUPPLEMENTARY REPORT.

THE ORIGINAL CLAIMED TO BE THE INDIS-PENSABLE PART OF BOTH CASE AND COUNTER-CATE - REGULATIONS

THE FIRST CONSIDERATION. Paris, April 7 -- James C. Carter, counsel for the United States, continued before the Behring Sea-Court of Arbitration to-day his reply to Sir Charles Russell's plea for the admission to evidence of the British supplementary report of the Behring Sea

The contention of the counsel for Great Britain, right in Behring Sea must be settled before the matter of regulations. The contention of the however, had concerned the regulations. The United States had held, also, that for the settlement of the property claim advanced by them evidence of scal life in Behring Sea was necessary. Such evidence was contained in the original reports of the Behring Sea Commission, and, therefore, these reports formed an indispensable part of the case and counter-case. As for the supplementary report, it had not appeared in the matter claimed the power, under Article 7 of the Arbitration Treaty, to include the supplementary report in the evidence. This article declared that if it be decided that the concurrence of Great Britain was necessary to establish regulations, the report of the joint commission should then be laid before the tribunal with such other evidence as either government may submit.

This Great Britain had contended was a right to introduce evidence as to the regulations, even after the case and counter-case had been closed. Article 9 further provided that the reports should not be made public until after being submitted to the arbitrators, or until it should be seen that the contingency of their being used by the arbitrators could not arise. It was thus made obvious that the question at issue was a crucial one for the arbitration. If the contention of Great Britain was sustained, it must follow that the question of right was to be decided first and the question of regulation, which the of the police, and, though they resisted, it was only United States regarded as of prime importance, must be relegated to second place.

Mr. Carter then read at length from Sir Julian Pauncefote's correspondence in 1890 to prove that the question of regulation was then regarded as one of the first consideration.

Baron de Courcel ast ed whether or not Russia was a party to the negotiations at that time. Mr. Carter-I do not know, but I consider the point unimportant.

Sir Charles Russell-Communications with other Powers were held in view, I believe. It was intended at first to ask for their active participation in the convention.

Baron de Courcel-I ask because if Russia was communicated with, much more weight would attach to the negotiations. Otherwise, the draft of the agreement would be merely an informal document continuing a private diplomatic con-versation. My question may appear pedante, but diplomatic training leads me to attach impertance to such matters. Communications with hird Powers and weight to such drafts.

hird Powers and weight to such drafts.

Mr. Phelps—This may be an important question later on; meantime, it is of secondary importance. Baron de Courcel—Lord Hannen (one of the British arbitgators) directs my attention to a dispatch from Sir Julian Pauncefote in which he refers to communication with Russia.

Mr. Phelps—This is a matter of indifference. Mr. Carter—The scheme was this: Experts were appointed to draw up regulations for the scal fisheries: if they failed to agree, then there was to be arbitration. No question of right or jurisdiction was raised.

In replying to Mr. Carter, Sir Charles Russell

iction was raised.

In replying to Mr. Carter, Sir Charles Russell dmitted that Sir Julian Pannectote's dispatches, as far as mentioned, were confined to questions of gulation. This, he said, was due to the fact the intention there was the intention that the property of intention then was to consult Russia and

that the intention then was to consult Russia and other Powers concerning the regulation of the seal fisheries. If the correspondence were further consulted, however, it would be found that separate negotiations had proceeded simultaneously on questions of right and damages for seizure.

Baron de Courcel asked Sir Charles to produce proof of this statement, and Sir Charles quoted from several dispatches that had passed between Sir Julian Pauncefote and Lord Salisbury in May. 1890, concerning rights and damages. Since then, he added, the question of regulation had disappeared as a separate subject of consideration, and all questions had been handled together in the subsequent negotiations.

The Court adjourned until Tuesday, when it will hold a secret session. On Wednesday the proceedings will again be open to the public.

proceedings will again be open to the public.

FRONTIER DEFENCES OF BRITISH INDIA. THEIR IMPORTANCE IN REPELLING ATTACKS BY WAY OF AFGHANISTAN.

Rombay, April 7.-General Lord Roberts, late Commander in Chief of the British forces in India, in respending to a toast to his health at a farewell banquet

"It is impossible to exaggerate the value of our frentier defences in contracting the front of an open attack from the direction of Afghanistan. These defences have secured the frontier arsenals and the main line of communication to the rear. In the event of troops being engaged in operations on a large scale across the horder, these defences will furnish an advance basis for a field army. moral effect is also extremely beneficial in affording proof of the determination of Great Britain to fulfil foreign aggression. The multiplication of defences

DECREASE IN EMIGRATION FROM IRELAND. London, April 7.-The emigration from Ireland continues to show a decrease. The number of emi-grants from Ireland in 1892 is officially stated to have been 51,000, against 58,436 in 1891. The decrease in the number of emigrants from the province Ulster 1,709, while Connaught shows an increase of 201 as compared with the previous year.

ENGLISH SUBSIDIES TO MERCHANT CRUISERS. London, April 7 .- In the House of Commons to-day E. Robertson, one of the Lords of the Admiralty, stated, in reply to a question, that there would be no reduction in the number of subsidized merchant cruisers, excepting the two transferred to the United States flag. The Cunard steamships Etruria and Umbria would be replaced as cruisers by the Cam-pania and Lucania in 1894, the two latter vessels receiving increased subsidies.

FAILURES IN THE LIVERPOOL COTTON TRADE. Liverpool, April 7.-The failure is announced of Wimpfheimer & Co., cotton brokers, for £70,000. James Bertois & Co. and Marks & Co., cotton brokers, have also failed in consequence of the suspension of Wimpfheimer & Co.

Vienna, April 7 .- A dispatch from Constantinople states that the cause of the loss of the Sultan's palace steamer, by which a large number of lives were lost, was a collision between the palace steamer and the Admiralty steamer Teschsvie, the palace steamer being run into and sunk by the Admiralty steamer. The number drowned was fifty-four, and most of them were servants of the palace. The accident is attributed to a northerly gale which prevailed at the time. An inquiry has been ordered as to the cause of the accident.

MR. LINCOLN'S FAMILY TO SAIL TO-DAY. London, April 7.-Robert T. Lincoln, the United States Minister, has already formally bidden farewell to Queen, having done so at a state dinner given by r Majesty at Windsor Castle before her departure Mrs. Lincoln and Miss Lincoln will sall

RIOTOUS STRIKERS AT HULL.

DOCK LABORERS ATTACK NON-UNION MEN.

THE MOB THEN ASSAILS THE SHIPPING FED-ERATION'S OFFICES AND IS DISPERSED

BY THE POLICE-COMMERCE OF THE PORT PARALYZED.

London, April 7 .- A strike that threatens to have well-known shipping port in Yorkshire. For some time past some of the shipping companies have been employing non-uni n laborers to work in loading and discharging their vessels. This caused great discon-Mr. Carter said, had been that the question of | tent among the members of the Dock Laborers' Union and a few days ago the union men went on strike, United States from the beginning of the dispute, the the places of strikers, and work about the docks was proceeding satisfactorily until to-day, when the strikers assumed an offensive attitude, and by three and intimidation succeeded in completely blocking work on every vessel in the port, with one exception. This was the steamer Montebello, upon which a large of several thousand hooting and yelling strikers and their sympathizers proceeded to the dock where the Montebello was lying and made a determined attack upon the laborers. The non-union men, although already referred to, and it ought, therefore, to be largely outnumbered, succeeded for a time in hold excluded from the evidence. Great Britain had lng the dock against their assailants. The latter, however, were determined to compel them to conse work, and in this they finally succeeded. The strikers then made an attempt to capture the steamer. In understood the seriousness of the situation, appeared victories, paid little attention to the orders of the police to disperse, and when the officers attempted to enforce their orders the strikers attacked them. being driven off the dock. In the struggle several men were more or less seriously injured.

The strikers then turned their attention to the offices of the Shipping Federation, an association of made an attack upon the building where the offices when they attempted to disperse the mob. The officers were now aware that a considerable riot was in progress, and laid about them with little mercy. in a half-hearted way. Finally the police succeeded in breaking up the riotous crowd, and a semblance of order was restored.

The streets along the water-front are filled with strikers discussing the situation, and many threats are made that under no circumstances will they ollow non-union men to be employed in handling ships' cargoes. It is thought that further trouble will occur, and the authorities have taken particular precautions to suppress disorder. It is said that the ssist them in preserving the peace.

Hull issued an appeal to similar unions in London, Liverpool and Glasgow, requesting them to unite with the Hull union in a fight against the Shipping Pederation. No steamers have been able to get away to-day except those which had their cargoes aboard before the trouble occurred, and the entire shipping trade is at a standstill,

Among the companies affected by the strike is the Wilson Line, some of whose vessels are in the American trade. Charles II, Wilson, one of the ewners of the line, who represents West Hull in Parlia-ment, has incurred the special entity of the strikers made against him. The police will see that he Considerable excitement prevalls in the town, and

the outcome of the struggle is anxiously awaited.

The strikers made an effort this evening to compromise their differences with their employers, but their conciliatory proposals were rejected.

THE NEW CONTRACT WITH COLOMBIA.

THE PANAMA COMPANY TO HAVE TEN YEARS

of the Panama Canal Company, has announced that a change is necessary, the Colombian Government yesterday signed a consuperintending the trial tract prolonging the canal concession until Ortober 31, 1894, in order to allow time for the formation of a new company. According to the terms of the new arrangement ten years in which to complete the canal will be granted to the new company after it is constituted. The official liquidator is required to pay to the Republic of Colombia the sum of 500,000 france. will be deducted from the \$,000,000 francs that will be payable by the new company. The plant used in the construction of the canal is to remain as at present, and an inventory of the canal property is to the taken by representatives of the folombian Government and the canal company. The other chanses of the previous Colombian conventions are to be maintained.

ceived, but which did not mention the conditions im-posed by the Colombian Government, sets at rest all doubt relative to the serious advantage wen by the French in obtaining a prolongation for twenty months of the concession for cutting the Panama Canal. The original concession was granted in 1878 to a lieutenant of the French Navy, M. Lucien Napoleon Bonnparte Wyse, who ceded it to a company which placed M. de Lesseps at its head. It is known also that this company mismanaged the enterprise from its beginning, mainly because speculators and contractors Secceeded in forcing M. Wyse, whose practical knowlenge of the 1sthmus, which he had explored as an engineer, would have prevented many mistakes, out

of the direction.

When the company through its faults was driven to extremities and in need of more capital, it fell into the hands of Reinach, Herz and other unscrupplous politicians, whose assistance was required to place the Lottery Bond loan. Before those negations transactions and the Panama scandals were brought before the French Chamber, the original concession of twelve years had lapsed, and a liquidator of the company was appointed in 1850. Lieutenant Wyse was asked to proceed to Colombia and use his influence there to obtain from the Government a prolongation of two He succeeded; but this prolongation expired on February 28, 1893, without having been made useful by the liquidator in forming another company, and thus complying with the requests of the Colombian

Government. Government.

One more month, and then another, of delay was granted; and now twenty months are obtained. This is a reasonable time, during which negotiations to raise sufficient capital to continue the enterprise can be seriously attempted; an effort which, as already explained here, could not have been made upon the basis of monthly prolongations of the concession. The raising of that capital and the formation of a new Panama Company will be rendered still more difficult if harmony is not re-established between those in France who believe in the possibility of cutting the canal sud making it a paying investment. The liquidator, M. Monchleourt, is disliked on a count of his inaction during the last two years. The shareholders are grouped around M. Thieleant and other leaders, each of whom advocates a different scheme for the reconstitution of the company. Other people claim that there is no chance for the success of the enterprise unless American capital can be called to the rescue, and a Franco-American Company formed. Meanwhile a special organ, established at Parls some months ago, "L'Avenir du Canal de Panama," is working hard to bring about an agreement between all believers in the canal, and calls for the support of French as well as of cosmopolitan investors. One more month, and then another, of delay

FATAL FIRE IN A HUNGARIAN VILLAGE. Buda-Pesth, April 7.-Sixty houses were burned in askut, near Baja, to-day. Three persons died in the

MANY KILLED IN BATTLES IN THE ARGENTINE. Buenos Ayres, April 7.-The revelt in the Province of Catamarca is spreading and gaining power. Within of Catamarca is spreading and gaining power. Within the last few days several encounters between Govern-ment troops and insurgents have been reported. Many were killed in the field on each side and all the priseners were shot. The insurgents have recaptured the railways. The Government is sending out more troops to protect State property.

REPORTED INSURRECTION IN SAN DOMINGO. Kingston, Jamaica, April 7.-It is reported here that an uprising has taken place in San Domingo against President Heureaux. The insurrection is

THE DEBATE ON HOME RULE. NO NOTEWORTHY SPEECHES MADE AND THE

PROCEEDINGS TAME. London, April 7.-The debate on the second rend ing of the Irish Home Rule bill was resumed to-day In the House of Commons, Dunbar Planket Barton

Conservative memoer for Middle Armagh, speaking in opposition to the bill. The debate proceeded tamely until adjournment No notable speech was made, and the House was half

THE GERMAN GOVERNMENT PROTESTS.

LETTERS TO THE AMBASSADOR AND A CONSUL DETAINED BY PRENCH OFFICIALS,

Berlin, April 7.-The Government has made a strong protest in Paris against the action of the French postal authorities in detaining for a week the letter. In Rouen and the Ambassador in Paris. arrested in Rouen as a spy, and was imprisoned. wrote letters protesting his innocence to Count of his imprisonment. As no proof of his guilt could week later, and was expelled from the country with out having received even an apology. After he was across the border his letters of complaint were de-

colossal Charlemagne group. Since the city nu-therities declined to pay 200,000 francs for the group It has been in the garden of the Notre Dame await ing a purchaser. The group will be shipped to the United States soon.

CHARLEMAGNE GROUP SOLD TO AN AMERICAN.

Paris, April 7.-An American has bought Ricket's

Since the city nu-

Singapore, April 7.-The means of communication tored in East sumatra, and more wtalls have been ascertained concerning the recen first reported, the Datch were victorious. They captured eight forts and many guns. They lost sh

THE STURA REACHES THE AZORES. London, April 7.-The Itadan steamer Stura, Captali De Negri, which left Genon on January 1s, via Messina and Palermo for New-Orleans, and which was sighted on March 8 proceeding slowly under canvas

killed and forty-five wounded. Sixty-three Achinese

Vico, put into St. Michael's in the Azores on March 31. The Stura was posted as missing a few days ago. THE FLEET LYING QUIETLY AT NORFOLK.

ADMIRAL GHERARDI'S ILLNESS-ADMIRAL BEL-KNAP WILL COMMAND IF A CHANGE IS NECESSARY.

the Norfolk yard to morrow, and now occupies the ou be towed down, as the present facilities for landing are

Washington, April 7.-The news that Admira Gherardi was seriously ill and would probably have t be relieved of command of the Naval review was re ceived in Washington and at the News Deposition

with much regret. elegrams from the Admiral to-day, but in these no mention of his teing seriously itt, nor did of the grip, but believe this attack is not so seriou Rear Admiral Relamp, president of the inspection board, is fiext in line to Admiral Cherardi, and will

Secretary Herbert has decided to give a dinn

TO EXPEL AMERICAN MISSIONARIES.

ARRITRARY ACTION THREATENED BY GERMANS ON THE MARSHALL ISLANDS.

San Francisco, April 7 (Special).-Through private letters which came here from Jaluit, the chief city of the Marshall Islands, it is learned that the American ber, are threatened with deportation by the Germa

appeinted German Commissioner at Jaluit. He ha cently been assigned to New Guinea and his placfilled by Major Schmidt, who is extremely unpopula arrangements to remove all the American mission aries as well as the native teachers whom they have trained. The Germans control the copra trade, and they are hostile to the American missionaries because

likely to result.

Baltimore, April 7 (Special).-The bazaar which was opened at the 5th Regiment under the auspices of the Maryland Society of the Sons of the American monument to the Maryland soldlers who fell in the of revolutionary relies to which daily additions are being received. The bazaar was opened in a blaze of patriotic enthuslasm on Menday by Vice-President Stevenson, who delivered a patriotic address was the orator, and on Wednesday night the managers of the bazaar provide special features for Monday evening in the shape of a colorbil tea, which the ladies of the Society of Colorbil tea, which the ladies of the Society of Colorbil Dam and others will alpear in colorbid costume, will cless on Tuesday evening with a dance, thail being cleared on Tuesday evening for the

ARRESTED ON SUSPICION OF MURDER.

Oswego, N. Y., April 7.-Charles Parkhuest, of the town of Volney, this county, died about a year ago, under circumstances that occasioned considerable gos-sip in the neighborhood. Shortly after his death James Bowen, a farmland employed by Parkhurst. left the place, owing to talk among the neighbors of the intimacy of himself and Mrs. Farkhurst. Later he returned and was engaged by Mrs. Parkhurst to operate the farm. The stories about Parkhurst's death ing at Oswego Falls, asked Coroner Vowinkel to in vestigate. The Coroner took up the body and sem-portions of it to Dr. William Manlius Smith, of syracuse, for analysis. The expert found arsenic in liberal quantitles. To-day a warrant was sworn out for the arrest of Mrs. Parkhurst and Bowen, holding them as witnesses pending examination on the charge of murder. The Coroner went to the place to-day to

A YOUNG LAWYER INSANE.

Samuel Abrahams, a lawyer, was declared to be ansound mind by the experts of Believne Hospital yesterday. He is the man who was arrested in Washington two weeks ago for annoying President Cleveland. He was sent to the Bloomingdale Lunaite Agylum. Abrahams is twenty years old. Overstudy is said to be the cause of his trouble.

DAMAGE DONE IN SEVERAL STATES.

A TIDAL WAVE IN THE CHICAGO RIVER-COL-LAPSE OF A WORLD'S PAIR HOTEL AND THE

"PANORAMA BUILDING" IN CHICAGO. [BY TELEGRAPH TO THE TRIBUNE.]

Chicago, April 7.—This part of the country has been having peculiar weather to-day, and to-night the appearances are strongly indicative of tornadoes. At an early hour this morning a cold wind was blowing from the northwest, and the temperature was about 40. Before 6 n. m, the wind had veered around to the south, and the mercury had risen to the temperature of June. The sky was overcast; there were occasional flashes of lightning, and by noon the wind was blowing a gale. There were many peculiar changes in the sky during the afternoon, and undreds of people noted them with apprehension, fearing that a tornado was coming.

Dispatches from many points in Southern Wis-consin, Eastern Iowa and Northern Illinois tell of A singular phenomenon was observed in the Chicago River at 2:30 o'clock this morning, a huge wave sweeping in from the lake and playing havor with the shipping moored ready to start eastward with the opening of navigation. Strong gales pre-valled on Lake Michigan yesterday and last night. and the water in the river rose and fell several times as the heavy swells from the lake were forced into the narrow mouth of the river. Little was thought of these movements, and no extraordinary precar heavy-laden vessels at the outer docks of the river urned in for the night. When the big wave cam they were rudely awakened, and all hands rushed deck. The wave was five feet high from trough to crest, and carried away everything that fell in its

Seventy see nd-st, and Steny Islan Lave , collapsed dur-ing the windstorm, a little after midnight. The buildng was one of the largest of the World's Fair hotels and was almost completed. In its fall it crushed an estaurant purposes, in connection with the Plymonti Both buildings were owned by William cearls, of Plymonth, ind., and were valued at \$25,000. This makes three World's Fair hotels that have been destroyed by

Another big building in the World's Fair district collapsed with surprising suddenness this afternoon. It is what is known as the Parsorama Building, just outside the Exposition Grounds, at Fifty seventh at, and stony Island ave. The building was erected up to the roof-line, and the fifty men engaged in its contruction had just left work for inneheen, when orden gost of wind caused the complete collapse of the structure, leaving only a tangled mass of beams

Rockford, III., April 7.- The heaviest windstorm of be season prevailed here at an early hour this morn ing. Several buildings throughout the city were tipped over and many trees were levelled to the ground. At Cherry Valley a two-story brick building was demolished and box cars were blown from the tracks. Rapid City, S. D., April 7.-For six hours last night this region. As shown by the Weather Bureau aneme meter, the velocity was sixty-four rates an hour. The electrical manifestations were so strong that few

south Haven, Mich., April 7.-The worst windstorn on record struck south Haven about 1 o'clock this morning. The cover of the waterworks standpipe wa torn off, and many claimneys were blown down There was an unusually large full of rain. There was an unusually large full of rain. South of the bown great damage was done to farm buildings. Many barns were levelled and others had roofs form off. A schoolhouse was completely wrecked. It is reported that many buildings were struck by lightning. Lacotta, Mich., April 7 - A destructive storm visited this place to-day. A dozen barns were blown down and a windfall was carried more than 100 yards from its site, several houses were blown from their foundations. The house of L. Dalrymple was struck by lightning and spat in two, but the family escaped, then damage was done to orchifets and shade trees, and fences and outbuildings are levelled in all direc-tions.

SPRING POETRY AT A DISCOUNT.

MUD, SLUSH AND MISERY CAUSE A PANIC ON THE WRITERS' EXCHANGE.

It was Black Friday on the Poets' Exchange yester day. Spring poem stocks took a tremendons slump and a thousand rhyme brokers are penniless to-day. Yesterday the magnates of Pohemia breakfasted a belmosico's; to uight they will be without the price of a table d'hote dinner in South Fifth-ave. From morning until night yesterday the bears hammered was all the work of "old Slush," one of the shrewdes operators in the Street. For several days there had been frequent consultations at the office of Slush, Mud a Misery. It is said that a prominent Govern-ment official, by the name of Duan, entered into a conspiracy with "Old Slush," the reputed head of the great house of Mud, Slush & Misery, Mr Dunn is the occupant of a high office, and to one no familiar with his habits, his position is practically massatlable. Black Friday came without warning When the spring poem operators looked from their attle windows Thursday evening they saw a cloudless moonlit sky. When they went over to Second-ave resterday morning to get their Vienna rolls and coffee, they waded through slush and were nearly over

whelmed by wind and rain.

There was an ominous silence in the Poets' Ex hange when the president, Swindburne Tupper Vernon, rapped with his gavel. Then a scene of the wildest disorder followed. Poetic feet were rudely trampled as the crowd surged to and fro, and man The air was thick with flying pentameters and swinburne Tupper Vernon was struck by skipping sponders and ductyls. The stock of the Spring Poem, Mailing and Returning Company was beaten down twenty points in as many minutes, and the certificates of the Vernal Ode Trusi went for a song, A thousand shares of the Metaphor and simile Mining and Transportation Company were exchanged for an order calling for a plate of "beef and," and the bonds of the Spring Idyll Redning Company were bought up by Broker J. Unknown for half-cent a pound. The sonnet Construction Company has always paid good dividents, but not a share was taken yesterday at any price. The only stocks which were not affected by the terrible on-shaught were those of the Beautiful Snow Precipitation Company. "Old Slush" disapp ared from the Street early in the fray, but his partners and agents flushed the work of spoliation. They celebrated the success of their plans by a grand electrical display has night. The lightning flashes were their rockets and plumbeds, and Roman candles of electricity were huried about with prodigal profusion.

"My dear Mr. Vernon," said Mr. Dunn, when it was all over, to the president of the Exchange, "I am not entirely responsible for the misfortune which Poem, Mailing and Returning Company was beater

Kingston, N. Y., April 7 (Special).-It has been snowing steadily here since about 9 o'clock this morning, with rising temperature. About five inches is still left on the ground to-night, and there is now a tendency to rain. Up in the Catskills the snowfall is much heavier, and the people are getting out their sleighs again. Early planted vegetables are snowed under. The peach-blessom buds have survived the winter safely, so far as heard from, and a full crop is now promised along this section of the Hudson unless an untimely frost interferes.

Highland Falls, N. Y., April 7 (Special),-The worst snowstorm that this part of the country has ever experienced at this season of the year swept down from the mountains at an early hour this morning. Within a few hours over six inches of snow had fallen.

BEHRING SEA CONTENTIONS. other passengers who will sail on the New-York are william M. Laffan, publisher of "The New-York sun," meaning that they are opposed to the annexation of san Domingo to the United States, which they charge and Mrs. Laffan.

HIGH WINDS IN THE WEST. Traces of fermer storms are still to be found in the meaning that they are opposed to the annexation of san Domingo to the United States, which they charge tresident Heureaux with attempting to bring about.

DAMACE POWE IN SEVERAL STATES mountains. In places the drifts are four feet deep.
Syracuse, N. Y., April 7.—About three inches of
heavy snow fell this morning. High winds prevailed
ail night. Rain and sleet fell during the morning.
Rome, N. Y., April 7.—A snowstorm with high east
winds set in early this morning. By 19 o'clock the
storm had developed into a regular blizzard, as tedious
as any experienced during the winter.
Fouda, N. Y., April 7.—Almost five inches of snow
fell in the Mohawk Valley between 10 a. m. and 2
p. m. todiny. The snow was accompanied by a high
whad. It became warmer later in the day, and the
snow was followed by rails.
Chatham, N. Y., April 7 (Special).—A genuine blizzard struck this section about 10 o'clock this morning.
The wind blew fiercely, equal to our worst day of
winter, only not so cold.

A SNOWSTORM VISITS BRIDGEPORT.

Bridgeport, Conn., April 7.-At 9 o'clock this even itlines. Two inches of snow has fallen and rain is threatened. Much damage will result, as it was believed the winter was over, and plants, etc., had

FEARS FOR THE HEKLA.

NO NEWS FROM THE OVERDUE STEAMER.

HER AGENTS ANXIOUS OVER HER LONG AB-

SENCE-A LIST OF HER PASSENGERS. It looks bad for the Danish steamer Hekla. Her agents in this city are really much alarmed. Those interested in the Hekla have felt reassured upon the strength of the report of the captain of La Normandie, who gave the impression that the Hekla had refused assistance on March 27, when 1,259 miles east of Sandy Hook. It has now come out that the French steamer never offered to tow the Hekla, and only made the offer to take off the passengers of the Danish steamer. The cap tain of the liekla would not abandon his ves nor transfer his passengers. He wanted a tow, and oleanic disturbance in the lake, while others, again. La Normandic refused to tow him. The Nordeclared it to be a species of tidd wave, and were inclined to connect it with the warm, sulfry weather steamer ran up the signal, "Attention," which was followed by the signals, "Shaft is broken," Temporarily repaired." "Will you tow me?"

The Normandie reglied: "Cannot tow you." The Hekla then signalled: "Report me by tele graph to owners."

"Rate of sailing?" inquired the Normandie, with

"Thirty-eight," replied the Hekla, meaning that her engines were making thirty-eight revolutions a minute, and she was proceeding at the rate of evensknots an hour. "Shall we take your passengers?" signalled La

Normandie. There was an emphatic pause; then Captain

Thomsen, of the Hekla, signalled, "No." All this conversation is inscribed in black and white on the logbook of La Normandie. It was not reported so fully upon the transcript of the log furnished to the reporters.



At the office of the French Transatlantic Line a this city yesterday the agents explained that the captains of their steamers were not permitted utely necessary to do so in order to save life. There was some ray of hope yesterday for the

who are watching and hoping for the Holden was reported that the Dutch steamer Vcendam had sighted a steamer resembling the Hekla The captain of the Veendam said that he had sighted a Dutch tank steamer on April 4, whose name he did not get. She was rigged like the Hekla, and there the resemblance ceased. The Hekla sailed from Christiansand March 15. is at least ten days overdie. Until the last day or so no great anxiety was expressed concerncoming to New-York at the rate of eight knots an hour. There is little doubt that her machinery is badly disabled. She has on board eighty-six abin and 611 steerage passengers, and her craw is estimated at from 75 to 100. She also has or board some exhibits for the World's Fair, and the statute of Thorwaldsen, which is to be given to New-York by the Danish societies of the city.

In the first cabin are several well-known persons from Denmark, Sweden and Norway. One of the passengers is Lieutenant Fritsche, an officer of the Danish army, who is coming to this country

on a three years' leave of absence. The Hekla is a screw steamer, and was built at Greenock, Scotland, in April, 1884, by Scott & Co. She is 340 feet long, her beam is 42 feet, and she has a depth of hold of 30.8 feet, with a registry of 2,223 tons. She is built of iron, has eight bulkheads, and facilities for water ballast. She has three decks. Her engines are ballast. She has three decks. Her engines are compound, and have an indicated horse power of 350. The cylinders are 46 by 84 inches, with a streke of 54 inches. The Hekla is owned by the Thingvalla Steamship Company, and her agents in this city are A. E. Johnson & Co., of No. 28 State-st. The cargo was consigned to Funch, Edye & Co. The passengers, most of whom were to go directly to Chicago, were in charge of A. E. Johnson & Co.

THE WESTERN UNION READY TO FIGHT.

Chicago, April 7 (Special),-Officials of the Western Union Telegraph Company are wrought up over the crusade against their company, which they say ha They say, too, that they are fully prepared to fight any sandbagging tactics. Superintendent Tubbs said this evening: Three bills have been introduced in the Legislature which are absurd in the extreme and if they are passed and made laws they will be and it they are passed and made laws they will be stubbornly fought by this company. The first bill provides that the Western Union Company shall de-liver every message within an hour from the time it is received or be liable to a heavy fine. The next bill provides that we shall be bound to place a tele graph office at every county seat in the State. keep it open with full force of operators every day, night and Sunday. The third bill is a recommenda tion of an assessment of 21-2 per cent on our gross earnings. Now, as far as the 'boodle' is concerned, I will say nothing, but leave it for you to judge what such absurd bills were introduced for. willing to do anything reasonable, but such bills are unconstitutional and will be fought by us. We have aways tried to please and accommodate the public, but we will not, if I must say it, be sand-bagged by legislation.

HARMONISTS LEAVING THEIR SOCIETY. Pittsburg, April 7.-Four members of the Harmonist Society are said to have withdrawn from that organization, two of them being important witnesses in the equity proceedings. They received \$8,500 before leaving. Julius Stickle, his wife and sister, he is Gertach, withdrew from the society on Wednesday last, while Hugo Miller, another member, disappeared from the society three weeks ago. Since Miller's de parture the Beard of Elders have taken action and questioned the right of Trustee Duss to pay out the society's money without consulting them. Stickle it is said, left with a gift of \$2,500, while Miller re ceived \$5,000. The latter left in the night, and it is reported purchased a ticket for Europe. The absence of Miller and Stickle was the chief topic of discussion at a family meeting in the Feicht residence last night. Weile it was in progress James Ward, a brother-in-law of Trustee Duss, called at the house and said that he was authorized to make the two Feicht families an offer of \$50,000 to leave the society.

Lincoln, Neb., April 7.-The State Senate this morn ing, without a dissenting vote, adopted a resolution im peaching ex-Attorney-General Leese for misdemeanor

PRICE THREE CENTS. GEORGE I. SENEY DEAD.

Tracis

PHILANTHROPIST AND FINANCIER.

A SUCCESSFUL BUSINE'S MAN AND THE FRIEND

OF EDUCATION AND CHARITY. George I. Seney, the well-known banker and

financier, the founder of the Seney Hospital in Prooklyn, and the benefactor of many charitable institutions, died at the Grand Hotel last evening. He had been suffering from heart trouble for several months, and his disease took an acute form about three weeks ago. His death was not unexpected by his family. He had had several sinking spells and was extremely weak during the last few weeks of his illness. He suffered little pain and although he occasionally revived, it was to



se a part of his strength each time. extremely weak yesterday, but did not appear to be much worse than usual until 5 o'clock in the afternoon. At that hour he began to sink, and died at 6:40 p. m.

His physician, Dr. C. C. Lee, was with him when he died, as were also all the members of his family including his wife, his sons, George I. Seney, jr., Albert G. Seney, Robert Seney, and his daughters, Mrs. H. D. Dillon Ripley, Mrs. John Simpson, Mrs, Albert T. Plummer, Mrs. Nelson Robinson, Mrs. Eli Robinson and Mrs. George R. Sheldon. The funeral will probably be held at the home of his daughter, Mrs. John Simpson, No. 24 West Twentiethest, on Monday, at 10 a. m. The burial will be at Rye, N. Y.

SKETCH OF HIS CAREER.

George I. Seney was born in Astoria, L. I., on May 12, 1826. He was descended from the Seneys of Maryland. His grandfather, Joshua Seney, was a delegate to the Continental Congress in 1787 and 1788, and a Member of Congress from Maryland from 1789 to 1792, being also a Presidential Robert Seney was a leading Methodist clergyman, and was graduated from Columbia College. The Rev. Mr. Seney was at one time pastor of the Mulberry Paul's afterward sprung. On his mother's side Mr. reney was descended from the Nicholsons, of Mary-land. His great-grandfather was James Nicholson, the first Commodore in the United States Navy. One langiter of Commodore Nicholson was the wife of Colonel William Few, United States Senator from Georgia, in the 1st Congress. Another daughter was the wife of James Montgomery, who was a member of the 1st Congress from Maryland. Another daughter married Albert Gallatin, the well-known

Mr. Sency attended school at White Plains, and entered Wesleyan University, at Middletown. York, from which he was graduated in 1847, when Theodore Frelinghuysen, the Whig candidate for Vice-President on the ticket with Henry Clay, was chan-He early showed an inclination toward the banking business, and on leaving college entered the employ of a Brooklyn bank. He was afterward con-nected with the Gallatin Bank and the Bank of paying teller of the Metropolitan Bank, then in the second year of its existence. Mr. Seney was conin its management achieved a high reputation as & financier, and amassed a fortune. He resigned from the presidency of the bank in 1884, after the crash in which the bank suspended payments, and in which his own fortune was mostly swept away.

When Mr. Seney entered the service of the Metropolitan Bank, James McCall was president, John C. Williams, vice-president, and Henry Meigs, jr., čashier. In 1857 Mr. Meigs retired to engage in stock broker-age, and Mr. Seney was made cashler. He discharged the duties of the office with ability and fidelity, and on the death of Mr. Williams, who had succeeded Mr. of the bank. The original capital of the bank was \$2,000,000, which was increased to \$3,000,000. The tank did a large business, and under Mr. Seney's presidency was regarded as one of the strongest in the At that time the greater number of the banknotes in circulation herenbouts were the i-sue of cot banks, and were not received at the city banks. to be exchanged at a discount fixed by brokers, varying from 3-4 per cent to 1 per cent, forming a heavy

It was desirable for the banks to delay as long as possible the return of their notes, and Albany was generally chosen as the point of redemption. The Metropolitan Eank led a reform movement by re-deeming its notes in this city and also by receiving notes of New-York country banks at one-quarter per cent discount and of New-England banks at onetenth per cent discount. This was opposed by the country banks, particularly by the Albany banks and by the brokers and other city banks. But the increased convenience of the system soon gained for it popularity, and in a short time the Exchange and other banks followed the example of the Metropoli-tan. From 1851 to 1857 the bank redeemed \$183,000,000 of uncurrent money, making a saving to the public of over \$1,000,000. When Federal legislation provided for the whole country that which the Metropolitan Bank had tried to give to this city, a uniform currency, the Metropolitan Bank, in 1865, became a National bank. Mr. Sency continued the literal and broad minded policy of his predece and the bank became one of the foremost in public

about three years before the "lank Panie" of 1884 He bought and organized the East Tennessee, VIPginta and Georgia Railroad Company and managed the entire construction of the New-York, Chicago and St. Louis Railroad. He also at various times was 1884 occurred what is known as the "Bank Panic." At that time many prominent firms falled and a number of banks were obliged to close their doors. The suspension of the Metropolitan National Bank at that firm of Nelson Robinson & Co. This firm was composed of Mr. Robinson, a son-in-law of Mr. Seney, and Mr. Seney's two sons, Robert and George L Seney, jr. Mr. Seney, before the failure, was esti-mated to be worth about \$5,000,000. Immediately after the suspension of the bank he resigned from the presidency and conveyed to the bank his house collection of paintings, property valued in all at about \$1,000,000. At the request of the directors, Mr. Seney continued to be a director of the bank, and by it soon resumed business.

Since 1884 Mr. Sency has lived quietly at his beattiful country home, in Bernardsville, near Summit, N. J., where he has raised blooded horses and en-

GIVING TWO MILLIONS DURING HIS LIFE. During his most prosperous days Mr. Seney was